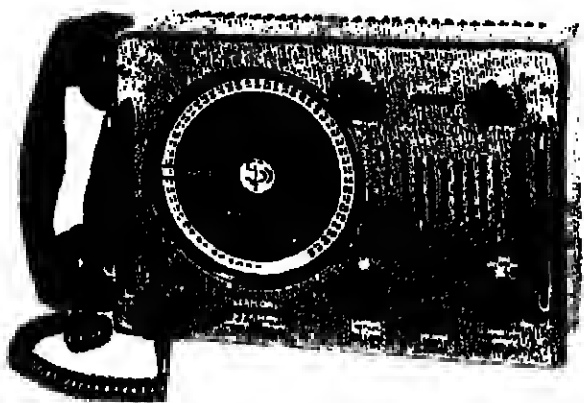


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Iceland rattled as catch rise

DISTANT water
trawler owners believe
Britain is winning the
cod war with Iceland.

They point to Iceland's
failure to sustain any form of
real pressure on the fishing
fleets because of the presence
of Royal Naval frigates and
defence vessels.

They say catches are good
considering the weather, and
frustrated Icelandic attempts
by gunboats to involve the

frigates in incidents are
evidence that the present
British tactics have Iceland
rattled.

This impression is un-
derlined by the latest figures
for British catches off
Iceland. In the period
November 13 to December 27
last year, some 10,812 tons
were caught compared with
8,870 tons the previous year.

Quite clearly there is
general relief that warring cut-
ting seems to have been con-

siderably reduced — a whole
week has elapsed without a
major incident involving a
trawler.

Praise, as always, for the
protection vessels was lavish
after a week during which
they hit the headlines on
three separate occasions
following direct frigate-
gunboat confrontations.

There were two incidents
on Wednesday, January 7,
when the gunboat Thor and
the frigate HMS Andromeda

collided about 35 miles off
Björnrey.

British sources claim
Thor was about to attempt
wrapping cutting run on the
trawler Portia. Andromeda
was steaming a starboard
course between the two
vessels when Thor was
violently to starboard and
rammed Andromeda's
port quarter, leaving a
dent in her hull.

Thor had a much
deeper dent in her starboard
side including some ripped
plating almost immediately
caused the British vessel
attempting to ram her.

She later retired
Scydisfjardur where re-
pairs were carried out,
so that she was back
in the fray by the following
day.

Following this incident
British Ambassador
Iceland, Kenneth East,
instructed to make a firm
protest to the Icelandic
Government and to
emphasise that the attack
on Andromeda "was carried
out without regard for human
or the basic rules of
navigation at sea."

Also on January 7,
frigate HMS Naiad and
Icelandic flagships
narrowly missed each other
only hours after the
ship arrived off Iceland.
British sources believe
incidents were set up by
boats were carrying
television film teams
Iceland hoped to cash in
propaganda exercise.

On January 9 Thor
again the centre of the
this time with the
HMS Leander some 40
east of Iceland. According
British sources Thor was
involved in a series of
manoeuvres with the
frigate testing for
hours.

Neither vessel was
damaged, although the
it was the British vessel
sustained bow damage
the helicopter pad on
which took another batter-

Aegir also made a
unsuccessful run at
trawlers, but was thwarted
the frigate HMS Bacchus
and the tug Lloydsman.

Quite definitely the
diplomatic relations
Iceland hinge on a

COMMENT

TRADE EXHIBITIONS are usually a fair
indication of the state of an industry. With the
present depressed atmosphere in fishing, many
people are beginning to wonder how it has come
about that there are two shows lined up for
Scotland this year.

Even in better days, a national show every
other year was all that could be managed. Yet,
now, we have two exhibitions going ahead in
one region — at Aberdeen and Ayr.

How has this situation come about?

Late last year, it was understood that
Commercial Exhibitions and Publications had
decided not to stage the Scottish National
Fisheries Exhibition, which had established a
large following since it started in 1970.

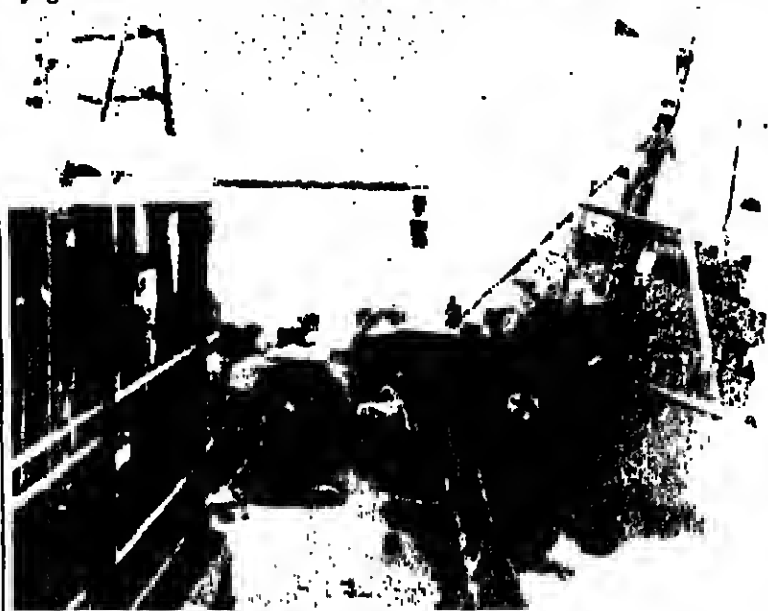
After the successful Catch '75 show in Devon
last year, Eagle Exhibitions decided to fill what
appeared to be an exhibition void in Scotland by
putting on a show at Aberdeen. Commercial Ex-
hibitions followed up by announcing an exhibi-
tion at Ayr.

With the majority of firms supplying gear and
services to fishing now operating on a limited
budget, they are being forced into a decision of
whether to go west to Ayr or east to Aberdeen.
Although Ayr is not a major fishing centre,
the organisers of this show are hoping to attract
fishermen from across the Irish Sea and ex-
hibitors will be looking to cash-in on one of the
few buoyant markets left in fishing. Whether
the Scottish west coast herring fishermen will
lay up their boats and miss their nightly quota
limit remains to be seen.

With the majority of west coast herring
skippers living on the north-east coast,
weekend visits to Ayr will be out, as this is the
time they head home for a break.

Strong backing for the Aberdeen show is be-
ing given by the fishermen's organisations. The
conference being staged in conjunction with this
exhibition will provide a good opportunity for
fishermen to air their views and, at the same
time, bring home the importance of fishing to
Aberdeen — a fact which has tended to be sub-
merged by the arrival of the oil industry.

Adding further confusion to this mixed up ex-
hibition situation is the role of the White Fish
Authority and Herring Industry Board. These
organisations should be more aware than
anybody that it was not the right time to be
staging two shows, and they could have made
this quite clear by sponsoring only one.



The moment when Thor (right),
said to be on a course to cut
Portia's wraps, violently
altered course and rammed
Andromeda. Thor ended up with
the larger dent.

MYSTERY surrounds the sinking in Grimsby fish docks of
the 40 ft. Inshore boat *Phyllis* last week. The vessel had
returned from a trip and was moored up overnight by an
old coal holst jetty, at the east end of the Number 3 fish
dock, near to another group of Inshore.

The following morning, however, she was at the bot-
tom of the dock (right) with only her two masts showing
above the water. Nobody seemed to know what had
happened.

Phyllis, built at Hemble in 1949, was in a good state of
repair. On the night the incident occurred there were
strong gales gusting across the dock end, one theory put
forward, is that she was awamped after acting as a
breakwater to the waves.

A second school of thought believes she may have been
struck by another vessel, but a spokesman for her agent,
George B. Bee Ltd., told *Fishing News* they would not
know why she sank until after she had been raised — even
then it may prove difficult to establish the facts.



The 40 ft. *Phyllis* before her mystery sinking.

Car-a-year fishermen 'in trouble'

"IT WAS" not so long ago that Shetland fishermen
were throwing out last year's model of deers, fozes
and cer and buying new ones," Mr. James C. Irvine
told a recent Shetland Islands Council meeting.

"Some of them have
squandered more than
members of this council ever
had," he said.

Shetland Fishermen's
Association had asked the
council for financial aid to
help at this time of crisis in
the industry.

At a committee meeting it
was recommended that the
council's officials should
prepare a scheme where
money from the revenue to
Shetland Islands Council
from North Sea oil
developments could be made
available.

The recommendation also
stated that the scheme should
be presented to fishermen by
the council officials.

Mr. Irvine said he ap-
preciates that the fishing in-
dustry is in a bad way at pre-
sent, and he did not suggest
that aid should not be given.
But, he said, the full Shetland
Islands Council should be
given an opportunity to dis-
cuss any scheme for aid
before it went to fishermen.

The council agreed that
any proposals will come
before them before being
forwarded to Shetland
Fishermen's Association.

A SKIPPER who faced seven
charges of having underre-
gistered haddock aboard the
coble *Ambler* has been fined £36;
with costs the offence cost
Redcar fisherman, Ernest
Bennett, a total of £105. He
now skippers Royal
Sovereign.



Eagle nears trip record

THE trawler *Pictou Sea*
Eagle came close to
Milford's trip record
when she grossed £6,428
last week.

Skipper Jim Brodie had
brought the vessel back from
the Irish Sea grounds after
only 10 days with 170 kits in-
cluding 30 kits of cod, 10 of
whiting, 80 of roker, two of
turbot and brill and three of
soles.

Earlier in the week there
were good grossings for *Pictou*
Section and *Rosevear*.
Section landed 125 kits for
£4,173, while *Rosevear* made
£4,376 from 132 kits.

Between them the vessels
landed five kits of haddock,
90 of cod, 10 of whiting, 120
of roker, 15 of turbot and brill
and five of pines. The only
other grossing note was that of
Norrad Sine. She made
£2,559 from 72 kits.

There have been moves at
the port over the loss of
operating subsidy. Albert
Davies, secretary of the
Milford Haven Trawler
Owners' Association, said:
"We are hoping that
something similar can be in-
troduced to help us this year.
Costs are such that we can ill
afford to lose this aid."

"We are in touch with our
local MP and are hoping to
make strong representations
for the restoration of the sub-
sidy, or if a similar arrange-
ment for aid. It may be that
we will join with other ports
throughout the country to
make representations."

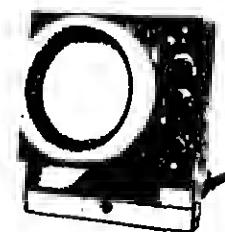
"We cannot hope for
preferential treatment. This
is a matter of general impor-
tance."

Although grossings at the
port have been high in recent
months, costs have already
taken their toll of the fleet.

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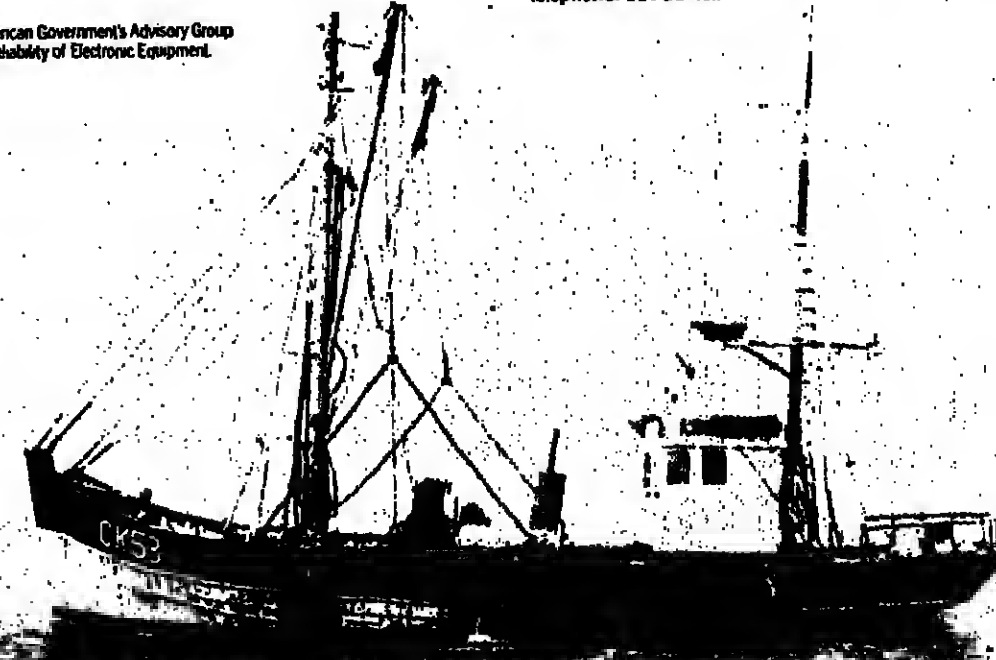
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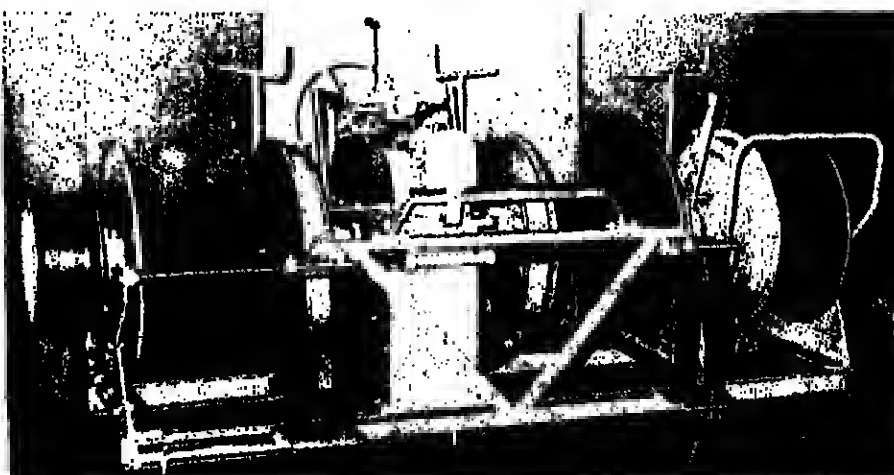
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this requirement.

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PURERS

From Page One
The 135ft. Chris Andra, was coming south when it was denied in Fraserburgh this week.

The Tait family, owners of Chris Andra, told Fishing News that the vessel is preparing for sport fishing off Shields.

Even so "Willie" Tait, skipper of Challenge and part-owner of Chris Andra, was not amused by the hostility of the English. "What I object strongly to," said Mr. Tait, "is their attitude."

He explained: "I read in Fishing News something about the Russian, French, Belgian and Scottish boats coming onto the mackerel."

This seems to class us, the Scottish fleet, as foreigners, I thought we were all British.

"Anyway, what's so alarming about Chris Andra going there? They say the Russians have been taking 200,000 tons a year."

Sophisticated Scottish trawlers, manned by expert fishermen, gave the Cornish "a visual indication" of the potential of mid-water trawling, says Brounand S. Tonkin, Cornwall's chief fisheries officer, in his quarterly report, published on Wednesday.

Referring to the Scots "invasion", Mr. Tonkin says there were eight trawlers in the area as well as the Cornish and Devon fleet.

Latest from Lewis yard: BIG CORNISH PELAGIC BOAT

ONE OF Cornwall's top skippers has taken delivery of a new 86ft. vessel. The steel trawler and great line boat Dew-Genen-Ny has been built by Aberdeen's John Lewis yard for Skipper Michael Hoskins of Porthleven.

She will be based at Newlyn or Falmouth, and is

the first big boat in that area to be built for single boat pelagic trawling for mackerel and pilchards.

Her nets have been designed and made by the Dutch firm of Apeldoorn.

Main engine of Dew-Genen-Ny is a Mirreless Blackstone diesel of 636hp driving a fixed pitch propeller in a Kort nozzle.

Her gear handling machinery includes Jensen trawl winch, Robertson net drum, Rapp power block, MacTaggart Scott line hauler and Karmoy fish pump.

All the deck units are powered by a Lucas hydraulic pump driven from

a Volvo auxiliary engine.

Her Farnou fish finders, including sonar and net recorder, were supplied by Redifon.

The strength of the south-west winter fleet is growing. Now working out of Plymouth is Ardenide a former Scottish "sputnik" trawler, which has been converted for mid-water fishing by the Galington Shipyard.

She is now settling down to some good mackerel fishing under Skipper Peter Bartlett.

Also doing well, is John Day's Pescosa II, another former "sputnik", which was recently lengthened from 74 to 79 ft at the Bideford Shipyard.

OBITUARY

Skipper Nickerson

SUFFOLK skipper, Percy Nickerson, known as 'Minlvor', died on Christmas Day aged 76.

In his sea-going career which spanned 52 years, he sailed in drifters of the Westmacott fleet and, after the company sold out in 1952, he sailed with the Bloomsbury fleet.

He was skipper of the drifter Ocean Gain and commanded drifter/hauler for the company. He was the crew of the last Yarmouth Premier Trophy winner Ocean Starlight, in 1952.

During the war he held the rank of Lt. Commander, and operated landing ship tanks.

Skipper Nickerson is survived by three sons and a daughter.

January 18, 1978

TAX TROUBLES HALT REDCAR COBLES

FISHERMEN at Redcar are no longer able to get their cobbles into the sea because of a tax problem. Fishing boats are now stuck in car parks and on the seafront.

Since 1949 cobbles have been towed by tractors taxed on an agricultural basis of £6.65 per year. Now, fishermen will have to pay £144 as their tax should come under the heading of 'General Haulage Tractors'.

This was discovered when fisherman, Don Stockton, was fined £60 for towing his cobble Samh Jane after he collided with a parked car on the seafront.

Defence solicitor, David Reed, told magistrates in Teesside that fishermen should get the same exemption as farmers because the lobster they land are, in fact, livestock.

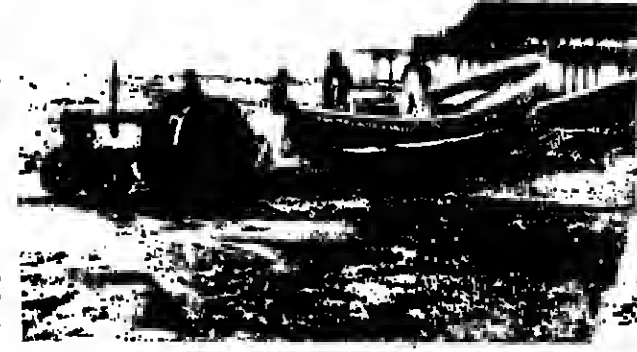
Mr. Reed added: "Fishermen, like farmers, are helping to boost the nation's food intake. Places like Whitby have a harbour maintained at public expense and grants are made available to encourage men to go out and farm the sea."

There are over 60 boats operating from Redcar and the tax will also hit fishermen who operate between Berwick and the Humber.

A spokesman for Redcar fishermen said: "I have checked with the tax authorities and the position is even worse than we expected. For tractors over two tons, instead of paying our normal £6.65, we are now faced with a tax of £144."

The only cobble to break the tax change so far is Daisy Ellen; she is operated by Skipper Jim Thompson.

On New Year's Eve morning, the cobble was moved along the seafront with a tractor to go to the aid of John & Alan, which had collided with an underwater obstruction. She was taking in water and



Sinking when Skipper Thompson arrived.

Daisy Ellen is recognised by the Coastguard as an emergency service as she carries VHF radio on board. This service could very well be axed if the skipper is prosecuted for not having paid the higher tax.

According to Skipper Thompson: "In 1949 we bought a new tractor and taxation men, excise officials and revenue men watched us demonstrate how we tow our boat along the seafront, down to the sea and back again."

"After this a taxation official told me that the tractor engine was not even warm. So, after a brief summing up, they decided we would come under 'agricultural' — the cheap rate."

"Over a year," he said, "the fishing boat will hardly cover 10 miles along the seafront."

The situation was brought up in the House of Commons last month, but could not be proceeded with whilst litigation was taking place.

Mr. J. Tinn MP is handling the case in Parliament and would like to hear from any fishermen who depend on tractors for their livelihood. Write to him at the House of Commons.

'BAD TRIP' ENDS WELL

IT WAS hardly a dull trip for the skipper and crew of the Fleetwood elde trawler Boston Explorer on their last voyage over Christmas and the New Year.

When they got to Iceland they were hampered by constant bad weather which cut down fishing time. Eventually the vessel turned for home with 711 kits.

As they were steaming south they picked up a Mayday from the French stern trawler Miss Cecilia, which had grounded at Sullister.

They immediately headed for the vessel, but when they arrived on the scene they found the vessel had sunk and the crew were in a lifeboat with other ships in a better position to pick them up.

They were, in fact, trying to help a former Fleetwood trawler.

Miss Cecilia and her sister-ship, Miss Trudel, sailed for some time from the port under Irish ownership and were manned by Spanish crews. Both were eventually

Miss Emily heading for the sea before tractor tax grounded her.

skipping when Skipper Thompson arrived.

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US cable blamed for loss of fish

AN UNDERSEA cable running out into St. Brude's Bay, Pembrokeshire, from the United States oceanographic base at Brawdy is suspected of causing a drop in fish catches by local inshore fishermen.

Thocable, referred to as "a spy cable", has caused fears among fishermen that any shock waves from it could possibly drive fish away.

Jim Max, a Little Haven inshore fisherman, said it had been the worst winter's fishing he could remember in 50 years. He said: "Obviously something is causing it and it certainly could be the American cable."

He added that, in previous years, catches had been as high as 140 stone a day, but this year the most they have caught had been six fish.

He said: "It seems to be a complete waste of time at the moment. It could even be the weather or boats off the southern coast wiping out stocks. But there seems to be absolutely nothing out there in the bay during this winter."

They could not throw any light on the problem as they had no information available.

said a United States Navy spokesman. Ministry of Agriculture, Fisheries and Food officials said they were unable to comment but, if there was a lot of anxiety, they would take up the matter.

Some £195,000 is to be spent on "essential works" and the scheme, agreed by the region's harbour authority, should be approved by mid-year if final approval is given by Grampian Region and financial clearance is obtained from Scotland's Development Department.

are content to simply "wait and see" what happens with this scheme.

and power generation for small ships, ranging from drive-on ferries to prawn trawlers, and barges to luxury yachts.

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GOOD START FOR 'JACINTA'

JACINTA, Fleetwood's top vessel of 1975, started the New Year in style last week when she returned from a trip split between the Iceland and Faroe grounds.

Skipper Bernard Birley, who took the vessel while skipper Bill Taylor had a break, brought the vessel back with 1,540 kits, in-

cluding 1,200 of cod and 150 of coley, which sold for £35,360.

Also in the money was the stern trawler Boston Explorer (skipper Bob Rawcliffe). This vessel landed 1,534 kits, mostly cod, which sold for £30,831. This was the vessel's highest grossing since completion and was described as "a fine trip" by her owners, Boston Deep Sea Fisheries.

On the same day, however, there was a different story for the side trawler Ella Hewett. She spent Christmas and New Year at sea on the White Sea grounds but was dogged by ill fortune and returned after 23 days with only 535 kits, including 100 of cod and 300 of pilchard, which sold for £12,755.

Markets hit their peak early in the week when cod made

up to £38 a kit. Two vessels which took full advantage were the side trawlers Boston Explorer and Wyre Gleaner.

Boston Explorer (skipper Bill Anderson) made £17,005 from 711 kits, and Wyre Gleaner (skipper George Quinn) earned £18,125 from 715 kits.

In the near water section the outstanding grossing was by David Wilson (skipper John Banks). This vessel had 271 kits, including 50 of hake, 15 of cod, 20 of haddock, 70 of coley and 50 of dogs, for a grossing of £6,765. The vessel's hake made up to more than £80 a kit.

On the same day Resilience (skipper Don Bailey) landed only 98 kits, including 15 of hake, 30 of cod, 10 of mixed and 25 of roker, but it sold for £3,174.

Previous attempts to impose a levy at Aberdeen have been resisted, but the owners and salesmen now claim that the cost of collecting, maintaining and replacing boxes has risen to such an extent that a charge is necessary to

help cover the expenses of operating the service.

Merchants, however, are the imposition of a charge not justified and would serve to push up prices, making fish less attractive to housewives.

Although support for a boycott at Aberdeen is general it was not complete, and the week's sales more buyers made purchases. On Friday a truce was reached and fish markets at Aberdeen, Peterhead and Fraserburgh were practically back to normal.

At the two Buchan ports merchants seem to be accepted modified changes to the understanding that will be further negotiations try to solve their differences.

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HUGH BROWN MEETS SFO

HUGH BROWN, Perlinmontary Under-Secretary of State at the Scottish Office who is responsible for fisheries, has met 70 members of Scottish Fishermen's Organisation at a private meeting at Banff.

Many skippers felt that the meeting had simply been a public relations exercise with only vague promises forthcoming from Mr. Brown.

But when assurance was given by him, it was that a

determined effort would be made for "agreement in principle" at least at the last of the Sen conference in May for a 200-mile British limit.

If no guarantee came from the conference on the 200-mile principle, the Government would consider its position should it arise.

Mr. Brown, on the Common Fisheries Policy, promised that a reappraisal of the terms of the controversial document would take place within six months.

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6mm diam.	£3.84 per 200 metres
8mm ..	£8.24
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12mm ..	£12.16
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20mm ..	£28.46

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Commercial Road, Penryn, Cornwall

Tel: Penryn 73988

Gribble cause of harbour rot

ONE of four laboratories sent samples of wood from Bridlington harbour, which had been damaged by wood boring creatures, has been able to identify the culprit.

According to laboratories in Robin Hood's Bay the creature is the gribble — *Linoria lignorum* — a common species of the isopod group.

The sample of plank sent to the North Yorkshire laboratory was more than two thirds eaten away.

Dr. John Gray, a senior member of the laboratory, said: "The gribble measures about a quarter, to a fifth of

an inch long, and tunnels through wood, leaving a cavity."

"On examining the samples of wood from Bridlington it was found that 60 to 70 per cent had been eaten away."

One theory is that the long hot summer of 1975 might have been a contributory factor to their appearance.

The creatures have been responsible for thousands of pounds worth of damage to boats and wooden structures in Bridlington harbour.

The harbour commissioners are now waiting for reports from other laboratories before making any recommendations.

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YES!

—then read on . . .

Who would pay your bills in the event of a long-term accident or illness?

The W.F.O.B.G. could!!
BEN

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NEWTON ABBOT, DEVON
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For all marine electronics

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using pair, pelagic or demersal gear.

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Telex: 527189 ENGINEERING CO. LTD.
St. Andrew's Dock, Hull

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on each 18" dia. drum. GOOD DELIVERY, ECONOMICAL
PRICE. Available with Hydraulic or Belt drive.
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40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX
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PEACEHAVEN 4601 (night)

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and Sea Going Fishermen
their Wives, Widows and
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sending a generous donation to
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Fishermen

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London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen
54 years constant service to fishermen and their families

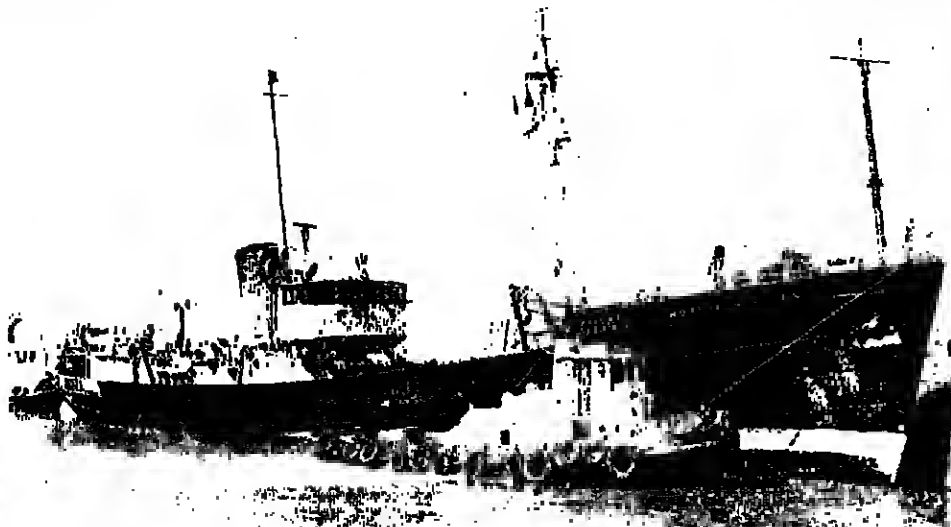
Northern Isles on last trip

THE FORMER BUT
steam trawler *Northern
Isles* (right) left Grimsby
early on January 8 for
Sunderland where she is
to be broken up.

The 992-ton steamer, built
at Selby in 1950, was taken
out of service nearly a year
ago and was subsequently
sold for scrap to the
Rotherham firm of Kison
Vickers Ltd., together with
four other BUT steamers.

She has been on the verge
of leaving Grimsby for the
last time on a number of oc-
casions, but last minute
hitches held up her depar-
ture.

Northern Isles is the first of
the five vessels sold by BUT
for scrap to actually reach a
breakers yard. She was towed
to the Hudson Dock,
Sunderland, by the Newcas-
tle tug *Ironside* for Stanley
Ferry Dismantlers Ltd. of
Wakfield which is arranging
the breaking up.



GALES HEM IN SEINER FLEETS

UNPREDICTABLE weather in the North Sea — fine
one day and raked by gales the next — has kept sealer
sellings down to a minimum at Grimsby. It was
not until the weekend that a trickle of vessels began
selling with two Allard Hewson seiners, *Beverley* and
Ann Scott, leading the way.

Providing the weather does
not deteriorate again,
Grimsby's six seiner agencies
will all put vessels to sea this
week for, without the attrac-
tion of spratting, there are far
more seiners waiting to get
away than at this stage in re-
cent years.

Meanwhile, Grimsby's
small spratting fleet of in-
shore trawlers and pair
vessels continue to run in and
out of Shields. Not a single
sprat had been landed at
Grimsby for fish meal up to
last weekend since before
Christmas. However, the in-
shore trawler *Jilannon* (Skipper Robert Zeebroek) is
attempting to resurrect the
old 'freer' trade and fish
are being offered to the trade
by Grimsby merchants E. A.
Bates.

Director Tom Rudland told
Fishing News they were
hoping the move would be
successful as things were so
'debeolical' just now on the
merchandising side. They were
looking for new ways to help
pay the wages of the firm's

Added Mr. Rudland: "We
don't want to be minding out
on anything at this time of the

year when things are bad, as
we decided to look to sprats.
"Twenty years ago we used
to sell quite a lot of fresh
sprats during the winter from
Grimsby, but gradually the
trade died off as the boats
stopped going for the freshen.
"Now it's all a question of
building up the trade again."
This may not be such a
major problem as those
delicious little fish, known as
whitebait and eaten in the
most exclusive restaurants,
are nothing more than a mix-
ture of young herrings and
sprats, rather less than one
year old.

Short trip

CREW TROUBLE
resulted in a broken trip
for the Fleetwood middle-
water trawler *Wyre
Defence* last week.

The vessel left port on
December 27, but returned
with just 120 kts having
made only a few hauls off the
west of Scotland grounds.

Later a spokesman for
police at Lochmaddy, North
Uist, said four men from the
trawler had been cited to
appear before Lochmaddy
Sheriff's Court in March.

Wyre Defence is owned by
Wyre Trawlers Ltd. and has
126 kts sold for £2,934.

£15,000 for bass catch

THE MID-WATER
trawler *Spoken Mor* —
working with two other
boats — set a team record
at Newlyn on Tuesday
when she brought in
1,880 stone of bass which
made over £15,000.

Spoken Mor is owned by
Ronnie Henkin and Ian Dow-
ning. She caught the base in
Falmouth Bay while out look-
ing for mackerel. Just before
Christmas she had similar
good fortune when she landed
893 stone of base caught in
the Mounts Bay area.

The proceeds of both
catches have been shared
with the other members of the
team: Bobby Jewell's
Golconda and David
Stephen's *Rose of Sharon*.

Both boats were landing off to
Cornish Fishermen Ltd. of
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1976 was a record-breaking
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even above the trawler port of
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It was emphasised this
week by Charles Le Gic, a
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construction of the new jetties
at the harbour this total could
increase even further.

Safety checks extensive

SIR, The article 'Safety at
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1978, issue of *Fishing News*
leads me to comment that
anyone taking a walk
always enjoys it far
better if well informed,
and knows what to look
for and appreciate.

Even walking around a fish
dock has its disadvantages if
the person concerned is ill in-
formed.

Your correspondent Dag
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ficulty by not naming the port
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LETTERS

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In any case, all gear is
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Spores of all lifting gear are
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is in no one's interest to have
gear failure. The company
safety officer investigates any
checks periodically of lifting
equipment.

Over the years the number
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It seems strange that Mr.
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Department of Trade.

These items are examined
annually by the Insurance
Company's surveyors and bi-
annually by the DoT sur-
veyors and, because
deterioration on lifebuoys is
very rare and always slow,
defective lifebuoys are almost
non-existent.

Regarding lifejackets, Mr.
Pike again expresses his lack
of knowledge. There are
many different types of life-
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Department of Trade, in ad-
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as it is practicable to do so. To
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quirements without resorting
to inflation requires the
jackets to be bulky.

Inflatable lifejackets com-
plying with the DoT and
SOLAS requirements are
available and, if used ex-
clusively on fishing vessels,
standard jackets are not re-
quired to be carried ad-
ditionally. Where fishermen
are exposed to extra risks of
being knocked or dragged
overboard, small inflatable

jackets are provided, but as
these jackets do not satisfy
the convention, they are
carried additionally to the ap-
proved outfit.

As Mr. Pike points out, the
approved inflatable jacket is
very, very expensive, it can-
not be tested properly at
lifeboat drills and is subject
to rapid deterioration if not
carefully looked after.

With regard to fire-fighting
equipment, this is examined
by the mate and chief
engineer each trip. Where fire
detection and sprinkler
systems are fitted, these are
tested weekly. A special form
has been devised for the
recording of tests and ex-
amination of equipment
made by vessels officers.
These are landed on return to
port and action taken to rectify
defects, if any.

All fire equipment is sup-
plied annually by our sur-
veyors and bi-annually by the
DoT. The fire officer carries
out random checks and in-
spections on all vessels.
R. Uley and F. T. Morris
U.K. Trawlers Mutual
Insurance Co. Ltd.,
St. Andrews Dock, Hull

Owners

BORD Iseceigh Mhare
(BIM) is to end its con-
ditions under Loan and
Hire Purchase Agree-
ments where
owners had to insure
their vessels through the
Board.

From February 20, the
renewal date of the Board's
fleet policy, owners can
arrange their own marine in-
surance. The Board has
retained a number of
provisions:

It will stipulate the value
and risks which must be in-
sured; have its interest en-
dorsed on the policy, of which
it must get a copy.

Irish PO to start EEC fish scheme

THE FIRST EEC fish price support scheme
in Southern Ireland is expected to be in
operation by the beginning of February.
The Irish Fish Producers' Organisation,
which was formed last October, will be
operating the scheme.

With Skipper Tom Langtry from Cork as
chairman, the PO is now sorting out the
last details prior to becoming operational.
Final arrangements were approved by
the committee just before Christmas and,
according to *Irish Skipper*, meetings are
now taking place with co-operatives and

merchants to get marketing arrangements
set up.
Fish processing in Ireland is due to get
a boost from EEC grants. Aid has been
offered from the FEODA fund totalling
£183,582.

The money will be used for the erection
of two fish processing plants, one at
Rosaveal, County Galway, and the other
at Dungloe, County Donegal. Some of the
money will also be used for a plant to
produce beef and fish entrees at Fethard,
County Tipperary.



Above: Arenco's CIV deheading unit for small white fish, as incorporated into the Swedish firm's 3500 white fish line.

WHITE FISH LINE FROM SWEDEN

THE recently-introduced Arenco 3500 white fish
line gives processors a system which can convert head-
dock and whiting in the size range 10in. to 18in., and
codling from 10in. to 16in., into high quality products
with little wastage.

The Swedish-made line in-
corporates a new filleting
machine — the SFA-4 —
which is manually fed with
ready gutted and deheaded
fish from a belt infed system
at rates of 50 to 60 fish per
minute. The fish are held by
the tail and taken past three
sets of knives.

The first set separates the
fillets from the main bone,
cutting the pin bones which
are left in the belly flap. The
second set of knives are con-
trolled by an electronic
measuring system and cut
away the belly flap area, with
the minimum of wastage, ac-
cording to the length of the
fish. The final set of knives
separate the fillet from the
skin.

The skin and frame, still
attached at the tail, leave the
machine via an offal chute
and can be transported to a
bone separator for recovery of
mince from the frame.

The fillets leave the
machine on two perforated
plastic belts and the belly
flaps are collected at the base
of the machine. They may
also be transported by con-
veyor belts to a bone
separator for post recovery.

If required conventional
single fillets with pin bones,
with or without skin, can also
be produced by a minimum
of alterations in the SFA-4
machine. Also, butterfly
fillets can be produced.

Various heading units may
be incorporated. When using
guttled fish the CIV head cut-
ting unit, which performs an
angled head cut and incorpo-
rates a head measuring
system, can be used.



Seen aboard a vessel at the London Boat Show, which ended on Sunday, is the Dacca 110 radar. The unit has a 36 nautical mile range — target height permitting — due largely to its 4ft. scanner. The radar is now appearing aboard fishing vessels — but this particular operator isn't!

Product News



Expanded polystyrene plastic
fish boxes are seen (left) in use
at the Fleetwood fish mar-
chandising firm of Rose Whitaker Ltd.
The boxes are made from
BASF Styropor, using a BASF
design, and are produced at
Billington, Lancashire, by
Lanapak Ltd. Once packed in
low, claims Lanapak, fish stays
in fresh condition far longer
than in conventional wood or
cardboard boxes. Lanapak is
moulding the boxes in one,
two, three and five stone sizes.

GRP

You've read the
opinions of the experts
— but what does
the fisherman think...

Clifton House
1111 Street
New Quay Dyfed

25/10/75

Dear Sirs

Due to the reaction in 'Fishing News' of late regarding your article
about GRP hulls, I thought I should drop you a line as I am very
interested in this subject.

I am a very proud owner of one of your hulls — namely the
"WAKEFUL" FD 294 — one of your 'Tyler-Watson' 37's.

I would just like to say that I am delighted with the quality and
finish of my hull and her handling characteristics at sea. Both
whether running light or loaded, she leaves very little to be desired.
Her sea keeping qualities are excellent. I have had her now for a
full 12 months solid fishing, she shows no signs of any wear at all,
only the usual occasional scotch which is nothing.

She has fished the full end of last year's lobster season and the
full trawling season last winter, and this summer, the full mackerel
and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of
visitors to view her is endless. Including visitors from as far as
Ireland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing
needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this
country, and answer 'yes' with pride when someone asks 'is this
a Tyler hull?'

I would recommend anyone to buy your hull and also to have it
built out by the Cardell Boat Building Co. Ltd., as she is a credit
to them, as they fitted out the hull, as well as yourselves.

Yours sincerely

Proud owner of "WAKEFUL" FD 294

Peter L. Evans

Peter L. Evans

For more facts about GRP,
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LETTERS

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evoyed and bi-
annually by the
DofT. The first officer
out random checks
specifications on all
R. Uley and P.
Insurance Co. Ltd.
St. Andrew's Dock

overboard, small inflatable

jackets are provided

Owners Irish PO to start EEC fish scheme

BORD Iascaigh Mhara
(BIM) is to and its co-
conditions under Loan and
Hire Purchase
Agreements where
owners had to insure
their vessels through the
Board.

From February 20, the
renewal date of the Board's
fleet policy, owners can
arrange their own marine in-
surance. This Board has
retained a number of
provisions:

It will stipulate the value
and risks which must be in-
sured; have its interest in-
sured on the policy, of which
it must get a copy.

THE FIRST EEC fish price support scheme
in Southern Ireland is expected to be in
operation by the beginning of February.
The Irish Fish Producers' Organisation,
which was formed last October, will be
operating the scheme.

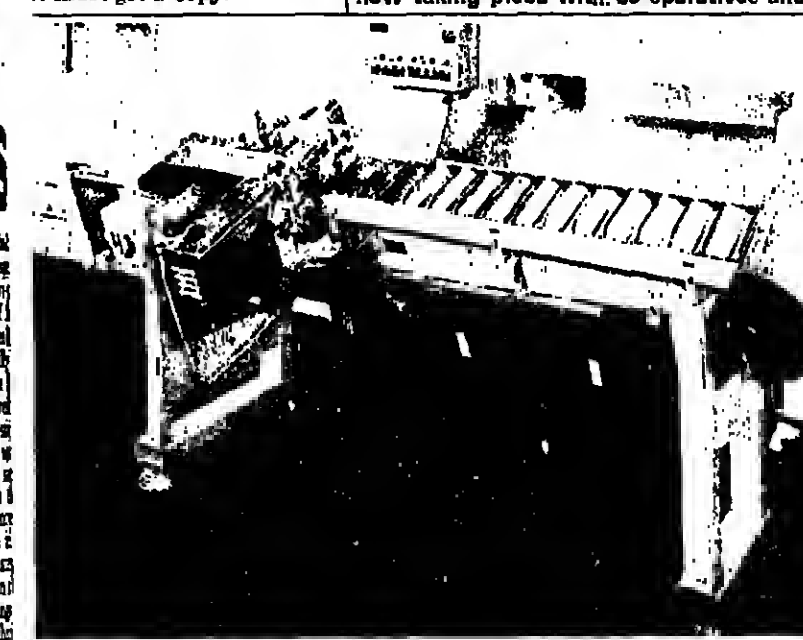
With Skipper Tom Langtry from Cork as
chairman, the PO is now sorting out the
last details prior to becoming operational.

Final arrangements were approved by
the committee just before Christmas and,
according to *Irish Skipper*, meetings are
now taking place with co-operative and

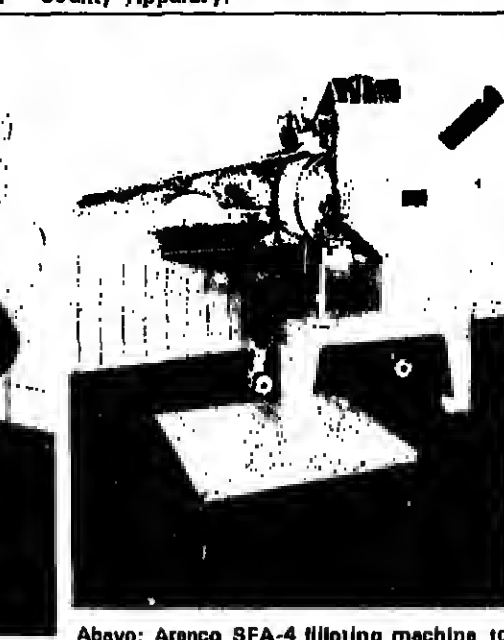
merchants to get marketing arrangements
set up.

Fish processing in Ireland is due to get
a boost from EEC grants. Aid has been
offered from the FEQA fund totalling
£183,592.

The money will be used for the erection
of two fish processing plants, one at
Rosaveal, County Galway, and the other
at Dungloe, County Donegal. Some of the
money will also be used for a plant to
produce beef and fish entrees at Fethard,
County Tipperary.



Above: Aranco's CIV dehiscing unit for small white fish, as incorporated into the Swedish firm's 3600 white fish line.



Above: Aranco SFA-4 filleting machine to produce skinless fillets. The machine is manually fed.

WHITE FISH LINE FROM SWEDEN

THE recently-introduced Aranco 3600 white fish
line gives processors a system which can convert head-
dock and whiting in the size range 10lb. to 18lb., and
codling from 10lb. to 18lb., into high quality products
with little wastage.

The Swedish-made line in-
corporates a new filleting
machine — the SFA-4 —
which is manually fed with
ready gutted and deboned
fish from a belt infed system
at rates of 50 to 60 fish per
minute. The fish are held by
the tail and taken past three
sets of knives.

The first set separates the
fillets from the main bones,
cutting the pin bones which
are left in the belly flap. The
second set of knives are con-
trolled by an electronic
measuring system and cut
away the belly flap area, with
the minimum of wastage, ac-
cording to the length of the
fish. The final set of knives
separate the fillet from the
skin.

The skin and frame, still
attached at the tail, leave the
machines via an offal chute
and can be transported to a
bone separator for recovery of
mince from the frame.

The fillets leave the
machine on two perforated
plastic belts and the belly
flaps are collected at the base
of the machines. They may
be transported by con-
veyor belts to a bone
separator for paste recovery.

If required, conventional
single fillets with pin bones,
with or without skin, can also
be produced by a minimum
of alterations in the SFA-4
machines. Also, buttarfly
fillets can be produced.

Various heading units may
be incorporated. When using
cutted fish the CIV head cut-
ting unit, which performs an
angled head cut and incor-
porates a head measuring
system, can be used.



Product News



Expanded polystyrene plastic
fish boxes are seen (left) in use
at the Fleetwood fish merchan-
tising firm of Rose Whitaker Ltd.
The boxes are made from
848F Styrofoam, using a 848F
design, and are produced at
Biltington, Lancashire, by
Lanapack Ltd. Once packed in
ice, claims Lanapack, fish stays
in fresh condition far longer
than in conventional wood or
cardboard boxes. Lanapack is
moulding the boxes in one,
two, three, four, five and six sizes.

GRP

You've read the
opinions of the experts
— but what does
the fisherman think...

25/10/75

Dear Sirs

Due to the reaction in 'Fishing News' of late regarding your article
about GRP hulls, I thought I should drop you a line as I am very
interested in this subject.

I am a very proud owner of one of your hulls — namely the
"WAKEFUL" FD 294, one of your "Tyler-Watson" 37's.

I would just like to say that I am delighted with the quality and
finish of my hull and her handling characteristics at sea. Both
whether running light or loaded, she leaves very little to be desired.
Her sea keeping qualities are excellent. I have had her now for a
full 12 months solid fishing, she shows no signs of any wear at all,
only the usual occasional scratch which is nothing.

She has fished the full end of last year's lobster season and the
full trawling season last winter. And this summer, the full mackerel
and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of
visitors to view her is endless. Including visitors from as far as
Ireland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing
needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this
country, and answer 'yes' with pride when someone asks 'is this
a Tyler hull?'

I would recommend anyone to buy your hull and also to have it
fitted out by the Cardiff Boat Building Co. Ltd. as she is a credit
to them, as they fitted and built, as well as your advice.

Yours sincerely
Peter L. Lewis

FD 294

For more facts about GRP,
simply complete the coupon.

Mail to:
Tyler Boat Company Limited
Sovereign Way, Tonbridge, Kent.
Telephone: 07322 65111

TYLER

Please send me full details of
the Tyler range of fishing boat mouldings

Name.....

Address.....

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Purser fast away to the grounds

AFTER a brief appearance at Fraaerburgh last year, Scolland's new 86 ft purser *Julie Anne* was quickly away to the west coast herring grounds following her delivery trip from Holland.

She was completed by the Maaskant yard, at Bruinisse in the south of Holland, for Alex West and James Watt both of Gardentown and Joseph Alexander of Macduff. Formerly in command of the purser *Heritage*, Alex West has taken over *Julie Anne* and the two vessels are working together.

Main dimensions of *Julie Anne* are: registered length 79.7 ft, breadth 25.8 ft and depth 13.5 ft.

For fishing equipment includes a Bjørshol type 504/300/2B hydraulic Triplox winch and Bjørshol TRH 70 transport roller. Topping winch, derrick winch, windlass and 14 in. fish pump are by Karmoy.

The fish hold is divided into two sections for preserving the catch in boxes or in refrigerated sea water.

Main power is supplied by a Lister Blackstone ETSL8 diesel engine of 850 hp at 1500 rpm, turning a Lisen CR 54/450 controllable pitch propeller. Brunvoll SPO 150 hp side thrusters are fitted to bow and stern.

Auxiliary power is provided by a Ford 271AE diesel engine of 59 hp at 1500 rpm turning a Stamford 50 KVA, 230/380 V generator and a type 2704 ET Ford engine of 90 hp at 1500 rpm coupled to an 80 kVA generator.

Fuel and fresh water capacities are 40,500 litres and 8,500 litres respectively. Accommodation is provided for a crew of 12 men, with separate cabins for the skipper and engineer.

Fish finding equipment aboard *Julie Anne* includes Elac Midludat with LAZ 44 Loderscope and an Elac Synchro combination of LAZ 17 recorder, LAZ 61 fishfinder and LSE 23 ER 07 transducer. The vessel carries Decca RM 914 and Furuno FRS 24 radars and there is a Decca Arkas auto pilot, type 450 M.

Communications equipment includes 'Sailor' radio-telephones and VHF, Duracan eight-channel automatic and selection scanning VHF receiver and Mermaid-23 watchkeeping receiver.

Steering gear is the electro-hydraulic type I-130 TC-2 ESC-415 kby Tenford and there is an emergency tiller below deck operated by rope and pulleys.



Julie Anne is commanded by the former skipper of the purser *Heritage*, Alex West.

Seahouses stern fisher

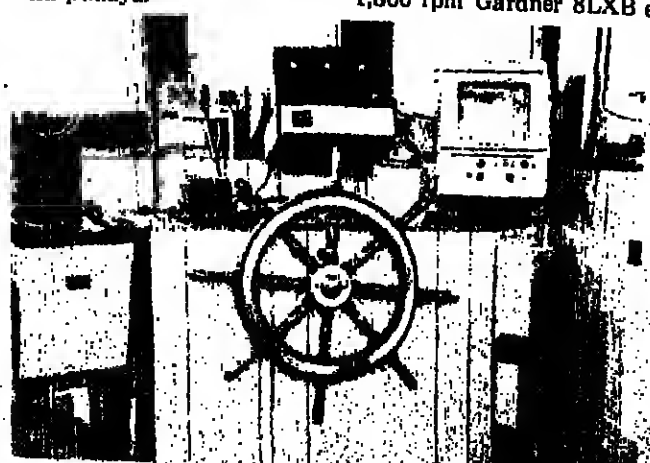
NOW BASED at Seahouses is a new 38ft. stern trawler built at the Dawson Brothers yard for local owner J. Douglas, formerly a crew member of *Sovereign*.

Nemed *Respect*, she is constructed of larch on oak and has accommodation for a crew of four. Her wheelhouse equipment includes a Henry Browne Sestral compass, Koden echo sounder and radar.

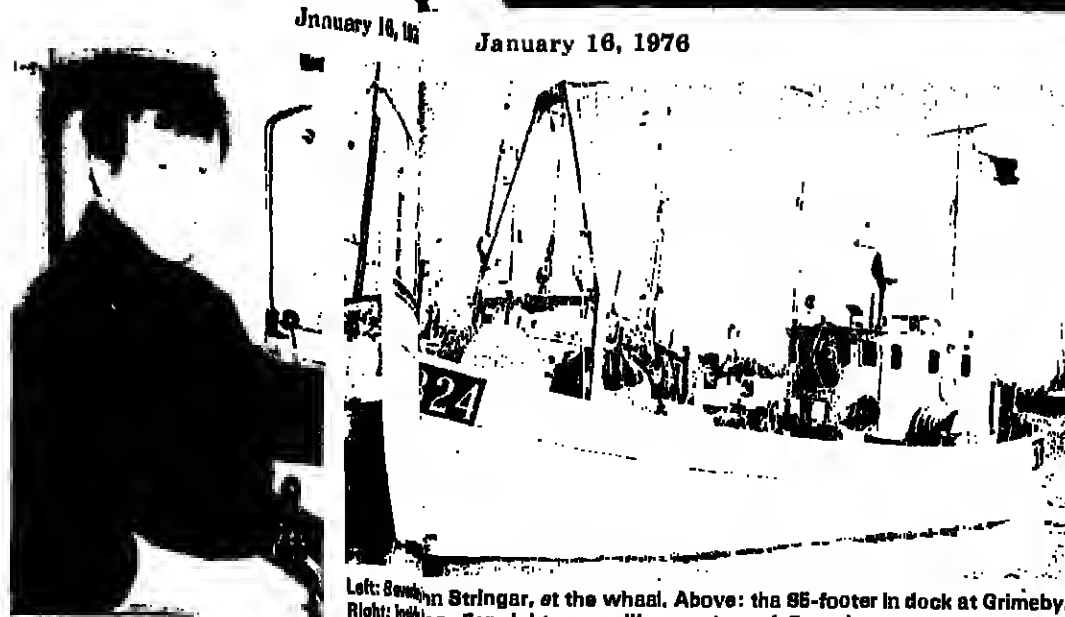
Designed by J. H. Herdman of Scarborough, *Respect* is powered by a 152hp at 1,300 rpm Gardner 8LXB engine driving a

52in. four-blade propeller through a Twin Disc 3:1 reduction gearbox. *Respect* achieved a maximum speed of nine knots on trials. She is fitted with a hydraulic North Sea trawl winch and a steel stern gantry. *Respect* is a big boat for her length and has a light ship displacement of 28.5 tons and a ton-fish hold. Stability is to IMCO recommendations — and she was handed over by the yard last month.

The Dawson Brothers yard is now building a cobla for Craister and has a further order for a 37ft. potter/trawler for a local owner.



Above: Koden fish finder (right) in the wheelhouse of the 38ft. stern fisher *Respect*. Right: her working deck.



Left: Gordon Stringer, at the wheel. Above: the 86-footer in dock at Grimeby. Right: hull. Far right: seagull's eye view of *Beverley*.

FIRST IS PROVE BEVERLEY

RECENTLY completed by the Lynaes Baader-vaert A/S boatyard at Hundested, Denmark, was the dual-purpose vessel *Beverley* (GY 324) for Grimaby owners and agents, Allard Hewson and Co. Ltd.

Built of oak-on-oak to traditional Danish seiner lines, *Beverley* can easily convert to trawling and is nearly identical to sister-ship, *Vivalda* (GY 300), built in 1974. This vessel completed a highly satisfactory first year of anchor fishing during 1975 for Allard Hewson.

Beverley is commanded by John Stringer, one of Allard Hewson's top skippers, and he is expecting some good performances from her in 1976. She arrived late in last year's sailing season, but in three trips did enough to suggest she will be among the performers this year.

With a cruiser stern and raked stem, *Beverley* has a registered tonnage under Part IV of 40.75 tons and the following dimensions: length overall, 65.3 ft; registered length, 61.4 ft; beam, 18.8 ft; and depth, 9.4 ft.

She is powered by an electric-start Kelvin TA 8 unit diesel engine developing 280t hp at 1,200 rpm, which

drives a bed VP propeller. Kelvin TA 8 reverse gear has to ground of 9.4 knots.

At the fore main engine powers a 100hp power pack machinery on self-lubricating GGG gears. A central drive to a 100hp pump for the lower semi-rotary stepped-up Transom 5 alternators and into their oil control pump to 24 volt.

The fishroom, insulated on the hullheads only, is forward of the engine room and equipped with aluminium painted boards and six fixed pine partitions, on each side of the central gangway, fitted into galvanised steel stanchions.

Hold capacity is about 600 kits of white fish and the hold is served by a single galvanised steel hatch and nine industrial fishing scuttles set in the white seraya decking.

Crew accommodation is for four, a messroom and galley being situated in the bows. The well-appointed cabin is heated by a Reflex stove and fitted with a 'Sailor' R108 receiver, wheelhouse to cabin intercom and a pitched skylight/escape hatch with

alternator and a Deani bilge and general service pump. aft, on the port quarter, are four 12 volt batteries in two banks for engine starting and lighting, etc. All the electrical installations throughout and switchboards are by Egon Nielsen of Hundested.

The galley, in the fore side, is equipped with two Neptun gas rings, Radford oven and Supa Swift gas heater by Tappan. In the forepeak are freshwater tanks holding 300 gallons.

On deck, to port, are Greiss Stunt Machine rope drums (two forward and one aft); early has a capacity of 10 coils of 19mm seine rope and is controlled from the wheelhouse. Aftwards, in front of the wheelhouse, is a JUFK friction drive Norlan winch, with twin anchor chain drums to starboard and, stepped to a king post at the rear of the deckhouse, is a Hydena KB — 01 net hauler on a single-rear jib with local controls on the starboard engine room casing.

All metalwork above deck level, including pulpit board stanchions, gilson and fabricated masts, is of galvanised steel. There is one Fanburg manual pumping unit located to starboard — between the winch and engine room casing and next to a Dan hydraulic sludge pump.

The deckhouse, of marine plywood on oak frames, is steel braced. Situated over the engine room casing, it comprises of wheelhouse with skipper's berth cum chartroom and a w.c. unit with en-

try aft. The instrumentation is neatly mounted across the front of the wheelhouse, with the Decca watch alarm and the Greiss rope drum console at the starboard side.

The main units are: Decca RM 914 radar, Morse engine controls, Decca rudder indicator, Iver C. Wellbach compass, Decca 350 autopilot, Decca tiller control.

'Sailor' T122 and R105 receiver-transmitters are fitted in the spacious skipper's cabin and chartroom, which is also equipped with a 'Sailor' R108 receiver.

A Noack searchlight is mounted on the wheelhouse roof and the decks are illuminated by GEC lights.

How did it happen? All Carr smiled wryly as he told me: "We were up against a combination of long-term contractual overheads and the deepening general trade recession. We decided at the beginning of 1975 to take a final gamble."

"It was gratifying just now to realise that there's somebody on the staff who can move briskly. Keep it up. Keep it up!"

There I must leave Fred Smith, but to write about Compass House and leave him out would be like writing about Morecambe without Wise.

Compass House was rather more than just a successful Grimsby firm — it was a firm with style. That was why it was fun to work there. And the style came from the top.

From Fred, Shrewd, able, unpredictable, demanding, colourful — always a bit larger than life, and any industry is the better for men of his stamp.

There came a day when he moved on. By this time the firm had been acquired by the London group of Sala Tilney and Fred's son, John, had taken over as managing director. Under the impetus of his genial, forceful personality, the firm maintained its momentum and expanded and diversified from buying and selling into manufacturing.

Then in 1970, without warning for those of us affected, around half the salaried staff was made redundant, myself included. The cause was never made clear to us but certainly something, somewhere, had gone badly wrong.

A somewhat leaner Compass House pulled itself together again and traded on. Then, one year ago, there followed a second and more serious convulsion. John

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He looked up from his papers as I entered and regarded me benignly: "Sometimes as I walk through that sales office and see how people move around, I wonder whether it's populated by salesmen or zombies," he said.

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Staff members cleared their desks for the last time, collected their redundancy money and took their various skills in the processing and selling of fish and frozen foods out into a labour market as depressed as the occasion.

To a staff of yesterday like myself, there was a special poignancy in seeing the old firm bite the dust. Because, in its heyday, the company had been fun — sometimes uproarious fun — to work for. Fun? I can almost see a momentary look of puzzlement on the face of Mr. Fred Smith, founder of Compass House, as he reads that last sentence.

Fred Smith built Compass House as Harold Ross built *The New Yorker*, from a mere idea into an off-beat though highly successful paper; and to me the parallel between these two brilliant men is irresistible.

Harold Ross was probably the most serious and humourless editor ever to create one of the funniest magazines the world has ever known — and spent much of his time lamenting the levity of his talented but feckless staff of writers and cartoonists.

James Thurber immortalised him in his book *The Years With Ross*. Somewhat, anyway, ought to write *The Years With Fred*. Not that Fred Smith could be accused of lacking a sense of humour.

An I knew him in those days, if something was indisputably funny, he would laugh. Full stop. For it was never a lingering laugh. Any kind of lingering was anathema to him.

Ten minutes later my intercom buzzed: "Fred Smith here. Would you come up to my office, please?" Just my lucky day, I thought. Five minutes in the job and I have to half-kill the boss.

So, having laughed, he would resume the running of Compass House with a single-minded seriousness that was a constant source of wonderment to the facetiously inclined, though highly competent, sales team that he gathered around him.

My first encounter with him was somewhat daunting. It took place shortly after I had been taken on the payroll.

One day, whilst checking stocks of some commodity in the cold store, I was called urgently to the telephone and dashed into the sales office just as Fred was dashing out of it. We met head on.

Fred Smith is a big man and, although the violent collision knocked the breath out of both of us, I think I had the worst of it. I wheezed an apology, but he waved me wordlessly on to the telephone with a gesture that said: "Never keep a customer waiting."

Then minutes later my intercom buzzed: "Fred Smith here. Would you come up to my office, please?" Just my lucky day, I thought. Five minutes in the job and I have to half-kill the boss.

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LETTERS

Modern factory for boat moulder

SIR, As reported in *Fishing News*, December 19, 1975, there was an explosion in the heating plant which services the boat builders Versatility Works at Rye Yacht Centre.

The fire following the explosion destroyed the entire factory area and severely damaged my residence.

I would like to advise readers of *Fishing News* that factory space nearby has been acquired so that new boat construction can continue until a new factory is built at Rye Yacht Centre.

The new building will be much larger than the old one and is designed to meet and exceed the requirements laid down by the various bodies and authorities concerned with the construction of GRP workboats. It will, in fact, be the most modern factory of its type in the country.

Anyone requiring further information on the capabilities of this company is asked to make direct contact with this office.

M. J. HAYNES,
Rye Yacht Centre,
Rye, Sussex.

● A full report on *Lady Irene*, a new boat for Keyhaven based on the Versatility 30 hull, will appear in *Fishing News* soon.—Ed.

THE Norway lobster goes under many names but its scientific name is "*Nephrops norvegicus*," it is also known as the Dublin Bay prawn and more simply (but less correctly) as the "prawn."

The shelled tail meats are known as "scampi", from the Italian "scampo", and this is the name usually used for this delicious shellfish on restaurant menus and in deep-freeze shops.

The Norway lobster is found in the North Sea, the north-east Atlantic and the Mediterranean: it is fished commercially in an area which extends from North Africa to the northern coast of Norway, Iceland, Britain, France, Denmark and Italy are the principal catching countries.

Catches have increased tremendously in the last decade. In 1974, landings of Norway lobsters by British vessels were valued at over £4 million. In that year it was the most valuable shellfish landed in Scotland, where over 90 per cent of the British catch is taken.

Principal British fishing grounds are off the east and west coasts of Scotland, in the Firth of Clyde and in the Northumbria coast and in the Irish Sea. Most of the catch is taken in specially designed light trawls, while the rest is taken as a by-catch during trawling and seining for white fish.

A few are caught in a unique fishery off the west coast of Scotland, where baited traps are used.

The Norway lobster lives only on a muddy sea bottom, at depths below 20 fathoms and going down to 120 fathoms. It makes a deep

shell fish chat

leaving only the unshelled tails to be landed.

The greater part of the British catch is sold as frozen, uncooked, shelled meats. On the Continent, Norway lobsters are almost always sold whole, either raw or cooked.

Rock lobster research in New Zealand.

I have been reading a report about studies on the western rock lobster caught in the Pacific.

Like all crustaceans, these lobsters have to cast their shells to grow. Therefore, any mark or tag attached to the shell is lost during moulting.

Scientists from the New Zealand Fisheries Research Division overcame this problem by developing a tag which cannot be lost when the lobster casts its shell. These tags are inserted in the back muscle, between the carapace and the first segment of the tail, using a special hollow, sharpened blade.

Using this tag, the growth and survival of tagged and untagged rock lobsters can now be compared in aquaria and in extensive field trials being carried out at Oturanga Bay, on the west coast of New Zealand. The scientists pay a dollar for each tagged rock lobster returned, plus the market value of the fish.

I rang up the Fisheries Laboratory at Burnham and I was told that our scientists are already using a similar tag on the European lobster.

This is being used to collect data on the increase in size of the tagged lobster after each moult, the number of times it moult each year and whether it moves from one ground to another.

This work has been confined so far to the Solsey, Sussex, area where there is an important local lobster fishery, but plans are in hand for a large-scale experiment this year off the north-east coast. Useful work — I look forward to seeing the results!

Lobster "Keep" boxes.

It is not always possible to sell your lobsters on the same day that they are caught. Sometimes it is necessary to hold back a consignment of lobsters, at weekends for instance.

The usual practice is for

the fisherman to keep his catch in floating boxes, or to tie up the "eyeballs" of a spiny pot and keep the catch in that.

In my area we tend to pack our lobsters into the fish boxes used to send them away and leave them moored in the sea.

Having found lobsters dead on a few occasions, I realised that there was very little exchange of water inside the box and they were not suitable for storage — especially if the lobsters were tightly packed, ready for transit.

I'd like to bring your attention to a most useful leaflet, *Handling Lobsters and Crabs*, written by H. J. Thomas of the Marine Laboratory, Aberdeen. Dr. Thomas recommends the use of a special floating box made of wood.

You can find full construction details in the leaflet for this raft which can hold 100 lobsters in a single layer for up to three weeks, or will accommodate 300 lobsters overnight. The leaflet recommends methods of packing for transit and considers methods for storing crabs.

I agree with Dr. Thomas when he advises that it is not really worth the trouble of storing crabs. It can be done, of course, but crabs tend to fight, unless the claws are "nicked" and they do not seem to survive well after this treatment.

These rings form at the edge of the shell when growth slows down each winter. Most scallops of about 5½ inch size will have four or five rings, making them four or five years old.

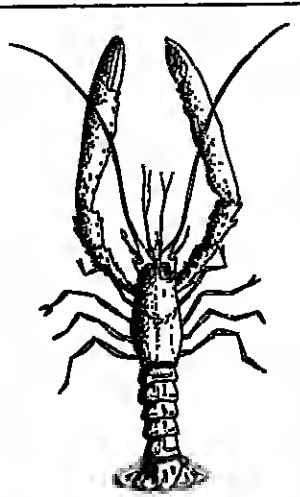
I saw a note in a newspaper the other day about a giant scallop caught off the west coast of Ireland. This scallop had a shell width of 8 in. It was estimated that it was about ten years old.

The rings on queen scallops are not as well defined but don't seem, from what I know, that they live for less than six years. The majority of commercial catch-queens are about 3-4 years old.

The popularity of bivalves and scallops as food is increasing in this country and most of the present catch is exported abroad — mainly to the United States.

I know from experience they are cooked with a little sauce they are very good.

TRAPP



Norway lobster (*Nephrops norvegicus*).

Norway sets up 'cod fund'

A TEMPORARY 'cod fund' is being set up in Norway under a new government support agreement to help the industry through 1976.

The 'cod fund' is in addition to the government giving £30m in direct subsidies and £11m in loans to the industry this year.

Difficulties caused by decreasing export sales, increased costs and other problems have prompted the Government to take these active steps.

Measures to be financed with these funds include income subsidies covering the first five months of 1976, and social payments and cost support throughout the year.

The new 'cod fund' will be similar to the existing herring fund and is being financed with a loan of almost £1m. This fund is intended to provide temporary export credits for cod which,

together with £15m which has been used in other sectors of the fishing industry, also maintain cod returns at present levels.

A permanent fund for products and processing is also receiving active attention. Further particulars will be announced shortly.

A spokesman for the Norwegian Union of Fishermen has expressed the hope that better marketing conditions will prevail in 1976 and so subsidising the industry is not necessary.

Recent statistics show that Norwegian fishermen had an average net income of £8,400 in 1975, an increase of 18.4 per cent over the previous year.

During the same period, the average net income of Norwegian fishermen was about £7,000, a 15 per cent increase.

About 85 per cent of the income of the Norwegian fishermen is derived from fishing, less than 10 per cent from farming or forestry.

The income sources of Norwegian fishermen were listed by the Directorate of Fisheries.

Still going strong

STILL setting out to sea is the 85-year-old Arbroath boat *Fortuna*, one of the oldest vessels in the British fleet.

The boat is skippered by Jim Smith and she has been in his family for the past 75 years. During this time she was converted from sail to power.

Fortuna's fantastic service is due to a refit during the First World War, when the gunwales were heightened and the decking renewed, and proper maintenance over her

85-year fishing career.

Alac Smith, who was skipper until he retired four years ago, said: "She must have been built with excellent, well-seasoned timber — jercy plank on oak beams — and has been well maintained ever since. It's a mighty hard job even yet to hammer a nail into her wood."

Skipper Smith, who sailed on *Fortuna* from the age of 13, says the sturdy 48-footer is every bit as strong as the day she was built.

The leaflet shows a diagram of a lobster's claw disarmed by means of a small wooden plug. This method is widely used in Canada and the States, but I hope the British fishermen will use this method. Rubber bands are cheap to buy and easier to use! The leaflet can be obtained free from the Marine Laboratory, P.O. Box 10, Aherdaen.

Escallops and queens. What's the difference between escallops and queens? They are closely related, but are different both size and shape.

The queen scallop is generally smaller than the escallops; queens are rarely larger than 3½ in. across the shell, while commercial escallops are usually about 4½-5 in.

Both of the shells of the queen are rounded, while the escallops has a flat "top" and a rounded "bottom" shell. Queens lie on the seabed and are not tucked into shallow hole like the escallops.

Both the queen and the escallops have rings on the shell. These are the animals' birth certificate and make it possible to tell the scallops age at glance.

These rings form at the edge of the shell when growth slows down each winter. Most escallops of about 5½ inch size will have four or five rings, making them four or five years old.

I saw a note in a newspaper the other day about a giant escallops caught off the west coast of Ireland. This scallop had a shell width of 8 in. It was estimated that it was about ten years old.

The rings on queen scallops are not as well defined but don't seem, from what I know, that they live for less than six years. The majority of commercial catch-queens are about 3-4 years old.

The popularity of bivalves and scallops as food is increasing in this country and most of the present catch is exported abroad — mainly to the United States.

I know from experience they are cooked with a little sauce they are very good.

TRAPP

Merits of a steel boat

Sea laws

"NEXT YEAR, when we have completed our service in the Royal Navy, a colleague and I intend to buy a boat and go inshore fishing."

"We have read about the advantages of buying a glassfibre hull and having it completed to suit our own requirements, but we think a steel boat might suit us best."

"It would help us to make up our minds if you would tell us what you consider to be the advantages and disadvantages of a steel boat, and where we could get full particulars of a 30-40 ft. standard boat."

One of the primary advantages of a steel hull is that it is so strong in itself that it does not require much internal structural support. This means that its price is comparatively low.

Its strength is greater than comparable hulls built of other materials and it will withstand more day to day rough treatment in harbour or dock. It is also immune to attack by marine borers.

Fixtures and fittings on a steel hull are always strongly attached and there is little risk of them being torn away.

The technique of welding enables alterations and/or additions to be made quickly and inexpensively.

Steel can be welded into a steel hull to simplify the process of fitting a stern tube.

The main disadvantage of a steel hull is that it will corrode unless it is carefully maintained. Another is that you cannot repair it yourself if it is damaged, unless you carry welding equipment.

You can get full particulars of a standard 36 ft. steel boat from Roamer Marine,

Ramsgate Road, Sandwich, Kent. This will show what the boat will cost in various stages of construction, with or without an engine, and with or without various basic items of equipment.

When you read them you will see how the builders consider a new steel hull should be coated to protect it against corrosion — three coats of epoxy resin composition, two coats of polyurethane and two coats of anti-fouling.

You will also see what it costs to apply these coatings and may be relieved to read that you can save a considerable sum on initial cost by applying your own favourite coatings if you want.

"IS IT possible to obtain a book containing the laws of the sea which affect fishermen — ones with the regulations about registering boats and mesh sizes of nets which can be used for different methods of fishing?"

"If there is, I should be grateful if you will tell me where I can get a copy."

I don't think there is a single volume which contains all the laws and bye-laws of British fisheries.

The laws are laid down in a number of separate publications, such as the Merchant Shipping Act 1894, the Sea Fisheries Act 1958, the Sea Fish Industry Act 1970 and a number of Statutory Instruments.

A list of those publications is issued from time to time by Her Majesty's Stationery Office.

John Burgess' Log



It is called Government Publications — Fisheries — Sectional List No. 23 and you can get a copy from HMSO, P.O. Box 569, London SE1 9NH, or through your local bookseller.

The list contains not only particulars of Acts of Parliament which affect British fishermen and fisheries, but particulars of International Agreements that affect them.

When you have seen it, I doubt whether you will want

to obtain a complete set of the publications in it. There are too many of them and some are unlikely to be of any practical use to you.

For practical purposes, I think that the extracts from the regulations published in *Ocean's Almanack* are likely to contain most of the information you want.

It is now published by Pearce Publications Ltd., Airport House, Parley Way, Epsom, Surrey.

All the way with DECCA

MAJESTIC, the second of four steel ssiner-irewlers, was built by Biddford Shipyard (1973) Ltd, Devon, for Bogg Holdings of Bridlington.

She is a multi-purpose fishing vessel similar in design to modern Scottish vessels with all-welded hull, raked stern and cruiser stern.

Her bridge electronic equipment includes Decca Navigator Mk 21 with 350T Track Plotter, Decca Pilot type 350 with Watch Alarm linked to a Tanford hydraulic steering gear, Decca RM 914 radar and Simrad EQ Soundar and C1 Scope.



The Decca Navigator Company Limited
9 Albert Embankment London SE1 7BW

ANNOUNCEMENT

The Aberdeen International Fisheries Exhibition



The Organisers of the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION warmly welcome the total support and co-operation it is receiving from both commercial companies and Organisations in the fishing industry both at home and abroad.

There is no doubt that the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION will be an unqualified success and companies wishing to reserve the remaining available space should contact the Organisers.

Further information from the organisers:
Eagle Exhibition Consultants Ltd.,
16-17 Bridge Lane, Fleet Street,
London EC4A 3EB,
United Kingdom.
Tel. 01-353-1000. Telex 21488.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

45,546: *Ross Revenge*, BUT, (Sk. J. Meadows), 2001 kits, 1, 23 days.
 38,396: *Boston Boeing*, Boston, (Sk. C. Newton), 1746 kits, 1, 25 days.
 31,960: *Vivaria*, BUT, (Sk. R. Kurz), 1399 kits, 1, 22 days.
 27,540: *Northern Eagle*, BUT, (Sk. D. Auckland), 1204 kits, 1, 22 days.
 27,569: *Valencia*, Boston, (Sk. A. Hallington), 1306 kits, 1, 25 days.
 27,558: *Ross Kipling*, BUT, (Sk. W. Ferrand), 1001 kits, WS, 26 days.
 26,799: *Ross Rouillies*, BUT, (Sk. E. Hall), 1156 kits, 1, 23 days.
 26,451: *Vinnova*, BUT, (Sk. F. W. Gray), 1187 kits, 1, 23 days.
 21,782: *Lard Beatty*, BUT, (Sk. L. Standley), 1075 kits, 1, 22 days.
 21,341: *Carville*, Consolidated, (Sk. J. McGrath), 964 kits, 1, 23 days.
 20,319: *Lord Jellicoe*, BUT, (Sk. J. Gordon), 938 kits, 1, 23 days.
 20,091: *Notts Forest*, Consolidated, (Sk. W. Hardie), 737 kits, WS, 27 days.
 19,344: *Boston Kestrel*, Boston, (Sk. H. Presnall), 838 kits, 1, 22 days.
 18,316: *Barnsley*, Consolidated, (Sk. G. Bryan), 887 kits, 1, 23 days.

Middle water

11,221: *Honda*, Taylors, (Sk. D. Venney), 119 kits, 15 days.
 11,733: *Ross Cougar*, BUT, (Sk. J. Major), 48 kits, 15 days.
 11,575: *Yessa*, Taylor, (Sk. A. Lofis), 68 kits, 16 days.

North Sea

6,388: *Lucerne*, Lindsey, (Sk. H. Ellis), 193 kits, 16 days.
 5,519: *Loveden*, Lindsey, (Sk. G. Ireland), 139 kits, 13 days.

GRIMSBY SEINERS

Nine

Pair Teams

59,556: *Frances Bajer*, (Sk. Jens Bajer), 381 kits, and 57,015: *Skanderborg*, (Sk. P. Sont), 319 kits, both Sleight, NS, 12 days.
 55,773: *Anno Michelle*, (Sk. M. Jensen), 300 kits, and 53,585: *Sonia Jane*, (Sk. F. Jensen), 184 kits, both Richardson, NS, 12 days.

HULL

72,092: *Hammond Innes*, Newington, (Sk. W. Brettell), 3242 kits, WS, 24 days.
 54,459: *C. S. Forester*, Newington, (Sk. D. Taylor), 2373 kits, WS, 25 days.
 47,784: *Ross Canaveral*, BUT, (Sk. M. Redfern), 2010 kits, WS, 27 days.
 46,281: *Arctic Corsair*, Bnyd, (Sk. L. Rnuse), 1999 kits, WS, 23 days.
 42,229: *St. Gerantias*, Hamling, (Sk. J. Nelson), 1792 kits, WS, 27 days.
 39,824: *Ross Leonis*, BUT, (Sk. J. Bury), 1419 kits, 1, 22 days.
 38,430: *Falstaff*, BUT, (Sk. E. M. Ward), 1337 kits, 1, 22 days.
 26,640: *Kingston Pearl*, BUT, (Sk. S. Munrell), 1097 kits, 1, 21 days.
 23,191: *Bravilla*, Marr, (Sk. J. Long), 1055 kits, 1, 22 days.
 23,183: *Kingston Amber*, BUT, (Sk. A. Cuhresann), 1186 kits, 1, 22 days.
 23,093: *Westella*, Marr, (Sk. R. Warren), 1093 kits, 1, 21 days.
 18,208: *Loch Eriboll*, BUT, (Sk. B. Owbridge), 877 kits, 1, 24 days.

FLEETWOOD, Iceland

35,360: *Jacinta*, Marr, (Sk. B. Birley), 1541 kits, 23 days.
 30,381: *Boston Beverley*, Boston, (Sk. R. Rawcliffe), 1534 kits, 22 days.
 22,016: *Boston Blenheim*, Boston, (Sk. H. McMillan), 1050 kits, 22 days.
 18,125: *Wyre Gleaner*, Wyre, (Sk. G. Quinn), 716 kits, 22 days.
 17,738: *Wyre Conqueror*, Wyre, (Sk. G. Wright), 851 kits, 22 days.
 17,005: *Boston Explorer*, Boston, (Sk. W. Anderson), 711 kits, 22 days.

12,755: *Ella Hewett*, Hewett, (Sk. D. Ferrand), 515 kits, 23 days.

Home water

6,765: *David Wilson*, Hazael, (Sk. J. H. Bonks), 271 kits, 11 days.
 4,324: *Royalist*, Hewett, (Sk. A. Middleton), 219 kits, 15 days.
 2,934: *Wyre Defence*, Wyre, (Sk. D. Reader), 126 kits, 10 days.

Neer water

4,787: *Replenish*, Ward, 206 kits, 10 days.
 3,174: *Resilience*, Ward, 98 kits, 11 days.
 2,966: *Rosomondo*, Ward, 90 kits, 10 days.

ABERDEEN

23,183: *Kingston Amber*, BUT, (Sk. A. Cuhbiann), 1244 kits, L, 22 days.
 14,900: *Glen Carron*, Marr, (Sk. C. Barker), 759 kits, BS, 20 days.
 8,837: *Admiral Jellicoe*, Nnrth Ster, (Sk. J. Bnwie), 417 kits, F, 18 days.
 4,878: *Strathcova*, Brucewod, (Sk. A. Simpson), 370 kits, O, 6 days.
 4,371: *Donwood*, Wood, (Sk. J. Oxtan), 373 kits, O, 6 days.
 4,363: *Seaward Petrel*, Brucewod, (Sk. A. Herd), 409 kits, O, 6 days.

LOWESTOFT

7,464: *Boston Wasp*, Bnston, (Sk. A. Quantill), 239 kits, NS, 11 days.
 7,439: *Boston Sea Sprite*, Bnston, (Sk. M. Raven), 191 kits, NS, 10 days.
 6,739: *Suffolk Challenger*, Hobson, (Sk. D. Atkins), 188 kits, NS, 11 days.
 6,287: *St. Patrick*, East Coast, (Sk. D. Besford), 164 kits, NS, 8 days.
 6,165: *Suffolk Warrior*, Hobson, (Sk. D. Smith), 164 kits, NS, 9 days.
 5,948: *St. Vincent*, East Coast, (Sk. T. Martin), 146 kits, NS, 7 days.

NORTH SHIELDS

5,482: *Ben Glos*, Irvin, (Sk. T. Sheader), 1252 kits, NS, 10 days.
 2,915: *Star Divine*, associated, 8380 kilos, NS, 4 days.
 2,654: *Starella*, Irvin, (Sk. T. Johnson), 7680 kilos, NS.
 2,450: *Emulate*, Associated, (Sk. A. Wyse), 6680 kilos, NS, 2 days.
 1,587: *Lapino*, Associated, (Sk. R. McBain), 3670 kilos, NS, 3 days.
 1,381: *Bny Peter*, Associated, (Sk. P. Murray), 5216 kilos, NS, 4 days.
 1,289: *Fruitful Harvest*, Associated, (Sk. C. Horne), 4101 kilos, NS, 4 days.

MILFORD HAVEN, Irish Sea

6,423: *Picton Sea Eagle*, Nnrard, (Sk. J. Brodie), 170 kits, 10 days.
 4,376: *Rosevear*, Kerr, (Sk. G. Phillip), 132 kits, 15 days.
 4,173: *Pictan Sealion*, Nnrard, (Sk. A. James), 125 kits, 16 days.
 2,559: *Narrard Star*, Nnrard, (Sk. J. Manson), 72 kits, 11 days.
 1,933: *Westerdole*, Nnrard, (Sk. F. Reynolds), 25 kits, 10 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Ireland: *Boston*, *Hulliford*, *Caldstremor*, *Huddersfield Town*, *Prince Philip*, *Ross Juno*, *Ross Knudsen*, *Ross Rodney*, *Royal Lines*, *Real Madrid* and *Spurs*.
 From Faroe and Western: *Eriano*, *Nanno*, (formerly

Gatleant, Okino, Ross Leopard, Ross Panther, Ross Zebra.

HULL

Expected during the week from Iceland and White Sea: *Arctic Rebel*, *Joseph Conrad*, *Kingston Beryl*, *Ross Altior*, *Ross Sirius*, *Prince Charles*, *St. Dominic*, *St. Giles*.

PORT MARKETS

MONDAY, JANUARY 12

GRIMSBY
 A poor supply of 8,313 kits from 9 ships met a good demand. Prices: cod, 22.50/22.60; haddock, 22.20/22.30; shell, 22.00/22.10; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

HULL

6,332 kits from 2 distant water vessels. Prices range from 10 stone to 12 stone. Cod, 22.50/22.60; haddock, 22.20/22.30; shell, 22.00/22.10; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

11.50/11.60. No distant water plaice, haddock, mackerel, sole, cod, 22.50/22.60; haddock, 22.20/22.30; shell, 22.00/22.10; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

FLEETWOOD

Prices: English shell cod, 22.50/22.60; haddock, 22.20/22.30; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

NEWLYN (Cornwall)

Prices: cod, 22.50/22.60; haddock, 22.20/22.30; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

BUCKLE

Prices: cod, 22.50/22.60; haddock, 22.20/22.30; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

FRASERBURGH

Prices: small haddock, 21.00/21.10; medium, 20.80/20.90; large, 20.60/20.70; cod and sole, 20.40/20.50; small cod, 20.20/20.30; lemon sole, 20.00/20.10; codling, 19.80/19.90; sole, 19.60/19.70; per 40 lbs unit.

MILFORD HAVEN

Prices: cod and codling, 21.00/21.10; plaice, 20.80/20.90; haddock, 20.60/20.70; sole, 20.40/20.50; per 40 lbs unit.

BRINHAM

Prices: cod, 21.20/21.30; large plaice, 21.00/21.10; turbot, 20.80/20.90; haddock, 20.60/20.70; sole, 20.40/20.50; brill, 20.20/20.30; slugs, 20.00/20.10.

BILLINGSGATE

ON THURSDAY 280 tons were delivered. Average selling prices: cod, 22.50/22.60; haddock, 22.20/22.30; mackerel, 21.80/21.90; sole, 21.60/21.70; large plaice, 21.40/21.50; medium, 21.20/21.30; small, 21.00/21.10; skinned, 20.80/20.90.

THURSDAY, JANUARY 8

Stornoway: one drifter, 2 tonnes; three trawlers, 9 tonnes; homemarket 11 at 28.01/28.10 per 100 kg. Mixed spots 380/450 per 50 kg.
Ullapool: ten trawlers, 75 tonnes; homemarket 76 at 28.01/28.10 per 100 kg. Mixed spots 450/600 per 50 kg.
Oban: one trawler, 17 tonnes; homemarket 17 at 28.01/28.10 per 100 kg. Very small 280/350 per 50 kg.
North Shields: three at 40 tonnes; homemarket 27 at 27.18 per 100 kg. Mixed 27.18 per 100 kg. Spots 27.18 per 100 kg.
SATURDAY, JANUARY 10
North Shields: four at 115 tonnes; homemarket 115 at 27.18 per 100 kg. Small 27.18 per 100 kg.
MONDAY, JANUARY 12
North Shields: seven at 140 tonnes; homemarket 140 at 27.18 per 100 kg. Small 27.18 per 100 kg.

HERRING REPORT

THURSDAY, JANUARY 8

Stornoway: one drifter, 2 tonnes; three trawlers, 9 tonnes; homemarket 11 at 28.01/28.10 per 100 kg. Mixed spots 380/450 per 50 kg.
Ullapool: ten trawlers, 75 tonnes; homemarket 76 at 28.01/28.10 per 100 kg. Mixed spots 450/600 per 50 kg.
Oban: one trawler, 17 tonnes; homemarket 17 at 28.01/28.10 per 100 kg. Very small 280/350 per 50 kg.
North Shields: three at 40 tonnes; homemarket 27 at 27.18 per 100 kg. Mixed 27.18 per 100 kg. Spots 27.18 per 100 kg.
SATURDAY, JANUARY 10
North Shields: four at 115 tonnes; homemarket 115 at 27.18 per 100 kg. Small 27.18 per 100 kg.
MONDAY, JANUARY 12
North Shields: seven at 140 tonnes; homemarket 140 at 27.18 per 100 kg. Small 27.18 per 100 kg.

FRIDAY, JANUARY 9

Stornoway: two drifters, 3 tonnes; one trawler, 10 tonnes; homemarket 3 at 29.50/30.00 per 100 kg. and oil 10 at 22.50/22.60 per 100 kg. Mixed in size. Spots 380/450 per 50 kg.
Ullapool: 17 trawlers, 282 tonnes; homemarket 282 at 28.01/28.10 per 100 kg. Mixed 28.01/28.10 per 100 kg. Spots 380/450 per 50 kg.

BOAT LOAN CHANGES

CHANGES in interest rates for White Fish Authority and Herring Industry Board loans came into effect on January 8. The new rates of interest are:

For fishing vessels under 80ft. and new engines, loans up to five years, 12 per cent; five to ten years, 12 per cent; ten to 15 years, 13 per cent; more than 15 years, 14 per cent.

For processing plants, loans up to five years, 13 per cent; five to ten years, 14 per cent; ten to 15 years, 14 per cent; 15 years but not more than 20 years, 14 per cent.

Interest rates on advances made before January 3 are unchanged.

Testy councillor again hits at Falmouth co-op

CORNWALL Fishermen Ltd. of Falmouth is seeking legal advice following further complaints about its activities by Carrick councillor John Tiddy.

Coun. Tiddy is understood to have complained to the Home Office about activities on Coast Lines Wharf, Falmouth, as a result of which a factories inspector visited the site.

Coun. Tiddy declined to discuss the matter when approached. His fresh complaints come only a matter of weeks after CFL had an overwhelming victory in its battle to continue operating at the wharf. At the public inquiry in November, Coun. Tiddy denied being responsible for the hearing taking place.

The Government inspector who conducted the inquiry, said in his findings he was satisfied that "one or two people" were not being seriously inconvenienced.

The factory inspector visited Falmouth Harbourmaster's office in the course of his inquiries. Assistant harbourmaster, Capt.

Michael Stafford-Poyser, said he also went to the wharf when a tanker came alongside.

From the Harbour Commission point of view, I found nothing untoward," he said. "As far as I am concerned, both from this visit and other routine inspections, we are quite happy."

CFL manager, Dave Culling, said an unprecedented amount of fish was landed during Sunday night last week. All but a small quantity was transported away by lorry.

He said he understood that Coun. Tiddy had promptly complained about fish stowing on the quay overnight. Mr. Culling said: "Obviously, we can't go on like this. We are taking legal advice to see what we can do."

Clark resigns from Claben

DIL FRANCIS Clark (49), has resigned as managing director of Claben Ltd., Scotland's largest herring merchants, exporters and kipperers.

Dr. Clark built up the Aberdeen company which was taken over by the Christian Salvage Group, which has worldwide shipping and business interests.

It is understood his reason for resigning was that he could no longer work within such a large group as Salvages.

A spokesman for Salvages said: "Dr. Clark would rather run his own show and he was not particularly interested in

being in charge of the company. His resignation was accepted with regret.

"He discussed it with his colleagues and there is no ill feeling on either side. He is still a member of the group but I imagine he will now wish to dispose of his shares."

Dr. Clark was a director of Salvages Sea Foods Division. He is a graduate of Aberdeen University and left medicine to take over the family business on the death of his father, William P. Clark.

Dr. Clark developed Claben into one of the biggest concerns of its kind in the country.

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TUNA PURSER READY TO GO



KOLLA, first of three 1,000-ton tuna ships building for Peru at the Richard Dunston yard in Hull, is due to sail later this month. The second in the series, *Navea* (above), has now been launched and work is progressing on the third, *Taita*. Two similar ships are being built in Peru from kits provided by Richard Dunston.

W.F. = Whole fish
 W.F. = Whole fish (in original boxes)
 G.F. = Gutted fish with head

Freezer away

HULL'S new freezer trawler *Junello* successfully completed trials last week and immediately left on her maiden voyage to the White Sea grounds. The 218ft. long overall vessel, commanded by Skipper Alf Eagle, is equipped to work both bottom and mid-water gear. She is the last in a series of four freezers ordered by J. Marr & Son Ltd. Main power is supplied by a Mirrelex six-cylinder unit with a continuous rating of 3,180 hp at 600 rpm. A full description of *Junello* will appear in *Fishing News*, January 30.

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EEC GUIDE AND WITHDRAWAL PRICES - 1976

(Calculated at the representative rate of 1.75560 U/A/E)

Species	Grade	Presentation	Guide Price (U/A/tonne)	Withdrawal (U/A/ton)
Herring	1EAB	WF	227	94.91
	2EAB	WF		89.13
	3EAB	WF		55.56
Sardines (Atlantic)	2EA	WF	440	184.04
	3E	WF		140.83
	1E, 3A, 4E	WF		119.22
	1AB, 4AB, 23B	WF		75.82
Cod	12EAB	G.F.H.	535	205.45
	12EA	WF		148.74
	12E	WF		136.00
	12B, 4B	WF		98.96
	4B	WF		74.08
	5EAB	WF		127.02
Saithe	12EAB	G.F.H.	306	127.02
	12EA	WF		106.40
	12E	WF		78.41
	12B	WF		56.72
Haddock	12EAB	G.F.H.	301	147.58
	12EA	WF		123.06
	12E	WF		92.60
	12B, 4B	WF		74.08
	4B	WF		41.41
Whiting	12EAB, 3EA	G.F.H.	226	141.

